

AMENDMENTS TO THE CLAIMS:

The following Listing of Claims will replace all prior versions and listings of the claims in the above-identified application.

Listing of Claims:

Claim 1 (Currently amended): A boarding ramp for forming a protective passageway for permitting loading of passengers from the ground level exit of an airport terminal or a vehicle to commuter aircraft having a door sill at a different height from the ground level of the terminal or the vehicle, the boarding ramp comprising:

at least one fixed-height corridor unit having a rear end and a forward end, said rear end abutable to the terminal or the vehicle at the ground level exit thereof;

a gangway corridor unit having a rear end and a forward end, said rear end of said gangway corridor unit joined at ground level to said forward end of said at least one fixed-height corridor unit, ~~said gangway corridor unit having a rear end and a forward end,~~ said gangway corridor unit being provided with a gangway that is pivotally attached at said rear end of said corridor unit and raisable at said forward end of said gangway corridor unit in relation to said gangway corridor unit, wherein said gangway is being selectively inclinable from the ground level of said terminal or said vehicle to the door sill of the aircraft.

Claim 2 (Previously presented): The boarding ramp according to claim 1, wherein a plurality of fixed-height corridor units are arranged end to end in series, each fixed-height corridor unit being formed of at least two sections having a U-shaped frame provided with a pair of transversely separated legs, a connecting roof support and a flooring brace at the lower end of the vertical legs on which a deck is located, the roof supports and flooring braces of one section being at a level different from those of the other sections allowing said sections to be telescoped one within the other.

Claim 3 (Previously presented): The boarding ramp according to claim 2, having a transitional deck plate extending from the end of each said fixed-height corridor unit and pivotally connectable to the next fixed-height corridor unit in said series to permit passengers to traverse thereover.

Claim 4 (Previously presented): The boarding ramp according to claim 3, having roller means allowing said at least one fixed-height and gangway corridor units to be selectively moved over the ground between said ground exit of said terminal or said vehicle and the aircraft.

Claim 5 (Previously presented): The boarding ramp according to claim 4, wherein each of said at least one fixed-height and gangway corridor units is provided with a protective covering sheltering said passengers.

Claim 6 (Previously presented): The boarding ramp according to claim 1, wherein said at least one fixed-height corridor unit and said gangway corridor unit comprise an elongated frame open at each end, said gangway corridor unit is of increasing height from the height of said at least one fixed-height corridor unit to encompass the height of the aircraft door, and said gangway is pivotally attached at its rear end to the lower end of said frame at its rear open end and pivoted with means for elevating the gangway at its forward end to the height of the door sill of the aircraft.

Claim 7 (Previously presented): The boarding ramp according to claim 6, wherein said gangway forms an inclined floor that is covered with decking permitting the passengers to walk thereon.

Claim 8 (Original): The boarding ramp according to claim 6, wherein said gangway has a horizontal plate at its forward end which is selectively extendible outward of its front end to form a transition floor from said gangway into said aircraft.

Claim 9 (Previously presented): The boarding ramp according to claim 8, including guide means cooperatively located on the frame of said gangway corridor unit and said horizontal plate to maintain said plate horizontal as it is extendible.

Claim 10 (Previously presented): The boarding ramp according to claim 8, wherein said means for elevating said gangway comprise reversible motor means and transmission means operable remotely from said boarding ramp.

Claim 11 (Previously presented): The boarding ramp according to claim 10, wherein said transmission means comprise a pair of scissor levers located on each side of said gangway corridor frame, the levers are guides in said gangway frame at the lower ends thereof and movable in said guides by the transmission means.

Claim 12 (Previously presented): The boarding ramp according to claim 11, wherein said scissor levers are attached to said horizontal plate and said horizontal plate is pivotally attached to the forward end of said gangway, whereby the movement of said transmission means is directed to both the horizontal plate and said gangway at the same time.

Claim 13 (Previously presented): The boarding ramp according to claim 1, wherein said gangway is selectively inclinable between said ground level of said terminal or said vehicle and said door sill of said aircraft having a height of up to and including sixteen feet.